

## C O N T E N T S

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June 24, 1941

The Honorable Fiorello La Guardia  
Office of Civilian Defense  
Washington, D. C.

Dear Mr. La Guardia:

We propose organization of the "Civil Air Defense Services". This preliminary report sets forth two objectives:

1. The immediate organization of the civil air resources available.
2. The ultimate civil development essential to any sound foundation for air power.

The immediate organization of the existing civil air resources is essential to national defense now. The ultimate development will be no less essential tomorrow.

Neither is this war nor will any future war be one of military establishments but of peoples. Civilian defense starts with the recognition of that fact. The people have skills and abilities. Recognizing their vulnerability in modern war they insist in using their several skills and abilities in self defense, for national defense is now self defense.

The personnel of civil aviation are patriotic, skillful and energetic. They know that if properly organized they can render a high degree of utility. Casual talk of grounding civil aviation in case of military action elicits bitter and just protest. Nevertheless such action might be necessary unless organization is effected and civil flying disciplined and turned to objective defense utility. This organization we recognize as one of the vital jobs of the Office of Civilian Defense. You have so recognized it.

The Honorable Fiorello La Guardia

June 24, 1941

Air commerce and industry will spearhead human activity for the next quarter century. Nothing less than an all-out civil and military air program will serve the United States. We propose to organize what civil resources we now have and build a foundation upon which to create more. We appreciate the confidence you expressed in assigning us this task.

Respectfully,

Gill Robb Wilson, Chairman  
Committee on Plans for  
Civil Air Defense

IMMEDIATE OBJECTIVES TO BE ACCOMPLISHED BY FORMATION  
OF THE CIVIL AIR DEFENSE SERVICES

I.

Development within civil aviation of a morale and discipline essential to the requirements of effective national defense.

II.

Organization of the accumulated knowledge and experience of the great civil pilot pool not eligible for combatant service but potentially eligible for auxiliary duty in emergency.

III.

A rigid survey of civil airmen which would classify the loyal and trustworthy and ascertain the subversive and untrustworthy. All aliens shall be grounded except by specific individual privilege.

IV.

Creation of a trained and disciplined civil air component to stand guard over the activities of the two thousand scattered landing fields and airports not occupied by the military or scheduled air transport operators.

V.

To provide a source capable of furnishing air transportation of personnel or material upon request of proper military or civil authority.

VI.

To provide a group capable of patrol against flight over restricted areas of industry, potable water supply, cities, arsenals or other areas where sabotage or the gathering of information from the air might interfere with national defense.

Immediate Objectives.

VII.

To provide an organized service for the marking out and guarding of areas which although not airports might be used for emergency landings in case of necessity.

VIII.

To provide an organized service available for use in emergency disaster when military aircraft and personnel were otherwise engaged.

IX.

To create an organization trained in the accurate observation and identification of all aircraft and with knowledge of aviation procedures, which knowledge would be available to all civil defense components.

X.

To create a service with aggregate knowledge of the entire terrain of the nation and capable of searching for aircraft which crashed or might be lost through misadventure.

XI.

To have available a service trained in observation of highway traffic and capable of action under evacuation or disaster conditions.

XII.

To create a service possessing full and accurate aviation information and charged with responsibility for conveying such information to the public school components of the nation.

XIII.

To create an organization capable of assistance to and cooperation with military personnel who might require service at an airport or emergency field not occupied by a military unit.



ULTIMATE OBJECTIVES OF THE CIVIL AIR DEFENSE  
SERVICES

500,000 civil pilots by 1945  
1,500,000 ground service personnel by 1945  
250,000 civil aircraft by 1945  
6,000 airports and landing strips by 1945

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METHODS FOR ATTAINMENT

Education

- A. There are 232,174 public elementary schools in the United States. The federal government shall allot through the state boards of education funds to provide:

Elementary text books on aviation subjects and history

Materials for model building and model kits

Achievement rewards for excellence in scholarship

- B. There are 25,467 public high schools in the United States. The federal government shall allot through the state boards of education funds to provide:

Advanced text books on aviation subjects

Materials for power model building

Materials for soaring plane construction in vocational work

Laboratory materials for meteorological study

Laboratory materials for engine and plane construction

Achievement rewards for excellence (scholarships)

Ultimate Objectives.

- C. There are in excess of 750,000 school teachers in the United States. The federal government shall make available to any teacher physically and otherwise qualified the sum of \$250.00, payable when the teacher has taken flight training and attained a private pilot's license.
- D. The federal government shall make available to any public school teacher, without cost, the course in ground instruction as provided by applicants for CPTP students.
- E. The federal government shall establish one thousand national scholarships to be competed for annually by high school students in the field of general and applied aviation knowledge, such scholarships to consist of further study in institutions of higher learning.
- F. There are now employed in various programs of the National Youth Administration 876,222 young men and women. It is our proposal to have the federal government make a survey of the job classifications in all components of aviation and upon the basis of that survey to establish under the National Youth Administration training classes to equip the members of the NYA for such jobs and professions.

Development

- A. The training up to the status of a private pilot's license of 500,000 young men and women. The following steps are suggested;
  - 1. Those who take CPTP training as preliminary to military service shall receive that training on the present basis except that the CPTP program shall be quadrupled for the next fiscal year, and available to all with a high school education.
  - 2. Any young man or woman who shall on his own volition learn to fly and attain a private pilot's license and shall after so learning enroll in the Civil Air Defense Services shall receive a bonus of \$250.00 upon enlistment.

Ultimate Objectives.

- B. The federal government shall through the RFC assist in financing up to sixty per cent of the purchase price of any new aircraft under \$1,500 list price, when such aircraft shall be purchased by an individual or combination of not to exceed three individuals who shall enlist and volunteer the use of their aircraft in the service of the CADS.
- C. The federal government shall utilize the vast number of unemployed wood workers and the unused productive floor space of the furniture industry to develop the gliding and soaring plane industry and shall encourage and assist the companies so engaged at present and shall make available at cost to any club of five qualified students such a plane when the club shall be sponsored by a public school teacher.
- D. The federal government shall pay a bonus to the manufacturer of any aircraft with a list price of less than fifteen hundred dollars provided fifty per cent of the total employees of the corporation are female, and provided that the bonus shall not be in excess of twenty per cent of the cost of the aircraft to the manufacturer.
- E. There are in the Civilian Conservation Corps employed at the present time 213,358 young men. It is proposed that the Civilian Conservation Corps be immediately turned to the building of landing strips on areas of land owned or nominally rented by the government; and that in the Civilian Conservation Corps aviation ground courses be given to all who seek the knowledge as an adjunct to their daily work and to make that work more understandable and interesting.
- F. Women as instructors in ground and flight training have proven exceptional merit. It is proposed that secondary instruction be given to all women pilots who signify their willingness to engage in such instruction either in the employ of CPTP operators or other fixed base operators.

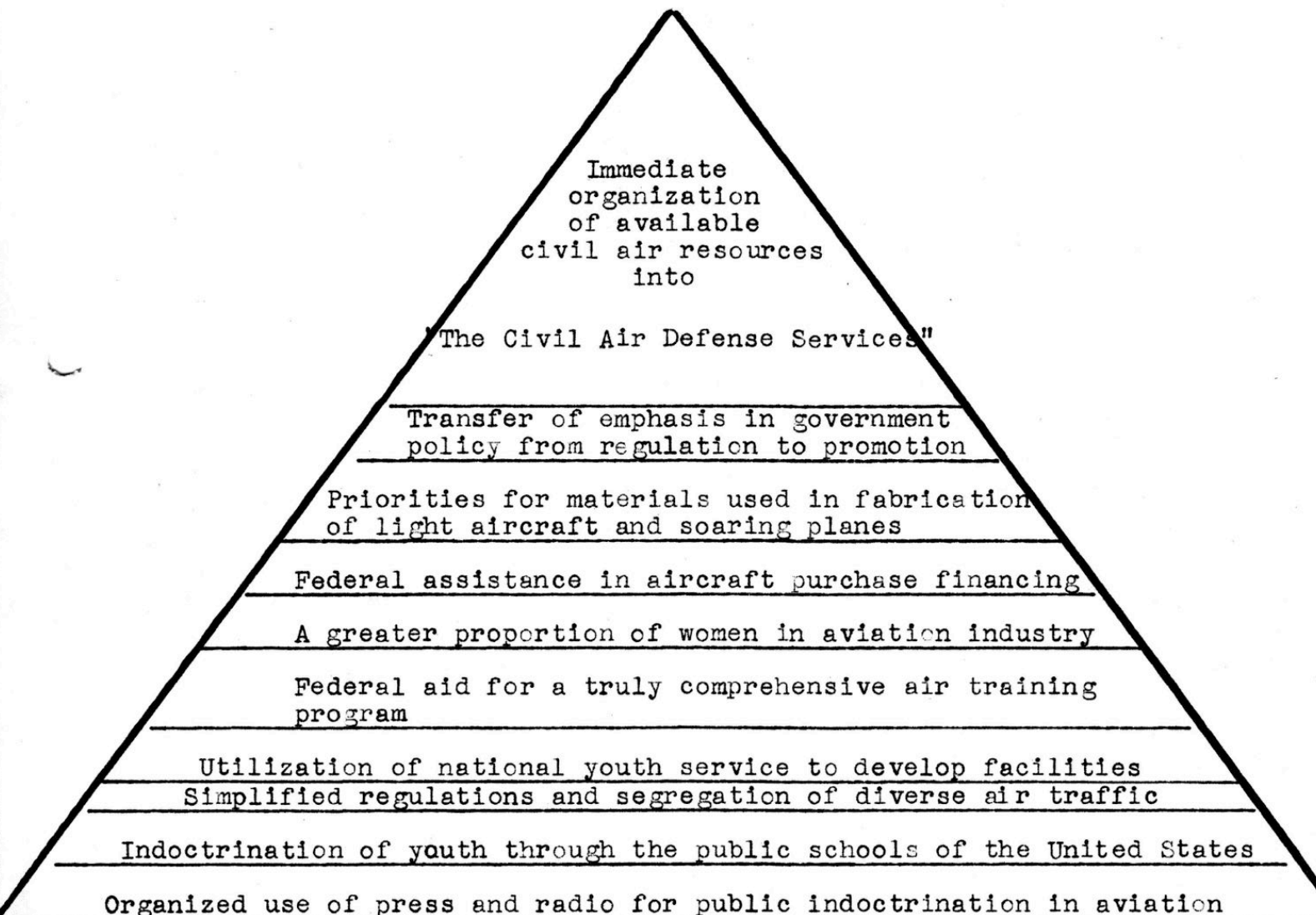


ULTIMATE OBJECTIVES OF THE CIVIL AIR DEFENSE SERVICES

WORLD LEADERSHIP FOR AMERICAN CIVIL AVIATION

BY 1 9 4 5

THE PYRAMID OF CIVIL AIR POWER



Immediate  
organization  
of available  
civil air resources  
into

"The Civil Air Defense Services"

Transfer of emphasis in government  
policy from regulation to promotion

Priorities for materials used in fabrication  
of light aircraft and soaring planes

Federal assistance in aircraft purchase financing

A greater proportion of women in aviation industry

Federal aid for a truly comprehensive air training  
program

Utilization of national youth service to develop facilities  
Simplified regulations and segregation of diverse air traffic

Indoctrination of youth through the public schools of the United States

Organized use of press and radio for public indoctrination in aviation

PRINCIPLES UPON WHICH THE CIVIL AIR DEFENSE SERVICES  
SHALL BE ESTABLISHED.

I.

The services of all personnel shall be voluntary and unremunerated.

II.

The use of all equipment voluntarily used by the personnel of the Civil Air Defense Services shall be accepted without pay or reward except as specified in the schedule hereinafter found.

III.

No person shall be accepted for service in the Civil Air Defense Services until rigorous investigation has shown such person to be qualified for such service and worthy of the confidence of the national defense authorities.

IV.

Each person accepted for service in the Civil Air Defense Services shall take the oath of allegiance to the United States and a pledge to devote the specified time required by the training directive.

V.

The Civil Air Defense Services shall attempt to set such an example of voluntary devotion to duty and self-imposed discipline as shall create the highest possible morale throughout civil aviation in the United States.

PROCEDURE FOR ORGANIZATION OF THE CIVIL AIR DEFENSE  
SERVICES

I.

An Aviation Section shall be created in the Office of Civilian Defense.

II.

This Aviation Section shall create an organization from the available civil air resources of the United States.

III.

This organization shall be known as the "Civil Air Defense Services."

IV.

The structure of the Civil Air Defense Services shall conform to that of the United States Army Air Corps.

V.

Enrollment in the Civil Air Defense Services shall be on a voluntary basis.

VI.

The Civil Air Defense Services shall be organized through the State Defense Councils.

VII.

Each state shall comprise a WING of the Civil Air Defense Services.

VIII.

Each Wing shall operate by and under the authority of its State Defense Council.

IX.

The headquarters staff of the Civil Air Defense Services shall correlate the activities of the state Wings.

**Procedure.**

**X.**

The Aviation Section of the Office of Civilian Defense shall furnish to each State Defense Council:

- (a) A uniform plan for organization of the state Wing.
- (b) A uniform training program.
- (c) A uniform service objective.
- (d) Financial assistance based on a schedule hereinafter stated.



PROCEDURE FOR ORGANIZATION OF A STATE WING OF THE  
CIVIL AIR DEFENSE SERVICES

I.

Each State Defense Council shall appoint an aviation committee of the Council and certify such committee to the Aviation Section of the Office of Civilian Defense.

II.

The Aviation Section of the Office of Civilian Defense shall provide the aviation committee of the State Defense Council with:

- (a) A uniform plan for organization of the state unit.
- (b) A uniform training program.
- (c) A uniform service objective.
- (d) A schedule of financial assistance.

III.

The aviation committee of the State Defense Council shall make a survey of the available civil air resources of the state and, in the light of the specifications furnished, shall draw up plans for organization of a state Wing of the Civil Air Defense Services such as will best conform to the civil air defense needs of the state and shall submit this plan to the State Defense Council for approval.

IV.

Upon approving the plan, the State Defense Council shall certify such approval to the Aviation Section of the Office of Civilian Defense.

V.

The Aviation Section of the Office of Civilian Defense shall review such plan and, upon approval, shall authorize the aviation committee of the State Defense Council to proceed with organization and shall certify to the Office of Civilian Defense that the State Defense Council is eligible to receive such financial aid as is called for in the schedule according to the approved plan.

IMMEDIATE STRENGTH OBJECTIVE OF THE CIVIL AIR  
DEFENSE SERVICES

I.

To secure and organize on a voluntary basis the services of 5000 civil aircraft owners and their aircraft, classified as follows:

- (a) 3600 land planes powered by engines of less than 100 horsepower
- (b) 400 seaplanes powered by engines of less than 100 horsepower
- (c) 500 landplanes powered by engines of more than 100 and less than 250 horsepower
- (d) 100 seaplanes powered by engines of more than 100 and less than 250 horsepower
- (e) 400 land and sea planes powered by engines of more than 250 horsepower

II.

To secure and organize on a voluntary basis the services of 10,000 civil pilots who do not own aircraft but who will serve as co-pilots with aircraft owners or will adjust their flight time on rented aircraft to the service of the CADS.

III.

To secure and organize on a voluntary basis the services of 20,000 mechanics, shop workers, airport personnel, radio experts and others who by reason of aviation experience or knowledge may render service to the CADS.

IV.

To secure and organize into national objective at least one teacher in every public school in the United States to promote and develop aviation education in that school.

Immediate Strength Objective.

V.

To bring about through the mediation of the National Aeronautic Association a uniform objective program for all organized groups in civil aviation.

VI.

To enlist the voluntary services of all fixed-base operators in making their equipment available at favorable rentals to qualified pilots of the CADS.

VII.

To enlist the services of the Aviation Writers Association in acquainting the American public with the work of the CADS.

VIII.

To secure priorities in aviation fuel and lubricants, repair parts and manufacturers' materials for aircraft whose owners or purchasers make affidavits that such equipment is to be used in the service of the CADS.

IX.

To enlist in every state and municipal police department the services of some member with aviation experience who can act as liaison officer between local defense authority and the local unit of the CADS.

X.

To enlist in the CADS all personnel of the Civil Aeronautics Administration and the aircraft operated by the same.

## SCALE OF FEDERAL ASSISTANCE TO THE CADS

### I.

While no salaries or rewards are to be paid to personnel of the CADS, the voluntary use of aircraft by owners might be practically impossible unless assistance in meeting costs of fuel, lubrication and maintenance is provided. The scale of assistance suggested is not designed to fully meet such costs but only to be sufficient to make the equipment available.

### II.

While it shall be clearly understood and provided in the enlistment papers of the CADS that no claims for damages, loss of property or life shall be entertained against the federal or state governments because of service in the CADS, it is suggested that a form of insurance such as that available to CPTP students be made available to flying personnel of the CADS.

### III.

It is suggested that to give federal status and recognition to the CADS all personnel shall be placed upon the federal payroll at the total wage of ONE DOLLAR.

### IV.

Any expense for organization, quarters, equipment, clerical help or other costs incidental to a state Wing shall be provided by the State Defense Council which authorizes the Wing organization.

### V.

The CADS shall provide for each member of the CADS enrolled through any source a suitable brevet or insignia emblematic of membership in the CADS in whatever type of activity the individual shall take service. Such emblems shall be limited in cost to less than one dollar per person.



## VI.

For aircraft flown on official duty for the Civil Air Defense Services the schedule of assistance to aircraft owners shall be as follows:

- (a) \$3.00 per hour.....aircraft under 100 horsepower; not to exceed \$150.00 to any owner in any one annual period. \$300 per hour to any operator who makes available to pilot personnel of the CADS his aircraft of under 100 horsepower; not to exceed payments of \$900.00 to any one operator in any one annual period.
- (b) \$5.00 per hour.....aircraft over 100 horsepower and under 250 horsepower; not to exceed \$250.00 to any owner in any one annual period. \$5.00 per hour to any operator who makes available to pilot personnel of the CADS his aircraft of this classification; not to exceed payments of \$1,500.00 to any one operator in any one annual period.
- (c) \$7.50 per hour.....aircraft over 250 horsepower; not to exceed \$375.00 to any owner in any one annual period. \$7.50 per hour to any operator who makes available to pilot personnel of the CADS his aircraft of this classification; not to exceed \$2,250.00 to any one operator in any one annual period.

Payment in all cases shall be made only when official time flown has been certified to the CADS by the State Defense Council and payment shall be made through the State Defense Council.